

US Highway 16 Corridor Study
Staff recommendations

December 3, 2003

Present: Terry Keller, Monica Heller, Joel Jundt, Doug Adelman, Dave LaFrance, Klare Schroeder, Vicki Fisher, Marcia Elkins, Kip Harrington and Patsy Horton

City and SDDOT Region staff met to discuss proposed interim access locations along US Highway 16 between Fairmont Boulevard and Neck Yoke Road. The following summarizes those discussions.

Currently, the US Highway 16 Draft Report identifies access locations for 2025 based on projected development and what improvements would be needed at those locations, whether it is necessary to install a signal once warrants were met or the location would be closed and traffic redirected to another access location. Access will be closed through negotiation and compensation will occur when legally warranted

The SDDOT Region staff developed proposed interim access locations and potential improvements to address impending development. These interim access locations will help address access for current development proposals until the 2025 recommendations are required.

The group concurred that "interim recommendations" as identified below are to be incorporated into the US Highway 16 Report and would be required when one or more of the following criteria are met:

1. development improvements are proposed
2. safety issues arise
3. capacity issues arise
4. operational issues need addressed
5. may be implemented with scheduled SD-DOT maintenance

Staff concurred that after the Study has been adopted, all traffic would be monitored on US 16 and if traffic warrants, changes to address safety issues would be critical. Additionally, if the property experiences a change of use, a new approach permit would be required (this is always required).

Additionally, the following items need to be addressed in the study:

- intermediate steps to get to study recommendations
- include language to identify potential physical improvements to the roadway
- identify where interim left in capabilities should be included
- identify where interim removes left out capabilities should be included

Those in attendance also discussed that when the Heartland Expressway is finished, traffic north of Catron Boulevard would likely change the functionality of this segment to

an urban, full-time business roadway section, with fewer and fewer tourism businesses (while the land development pattern along this portion of the corridor may change, it is not SD-DOT's intention to revise the classification to allow for more access points). Based on the anticipated traffic flow changes, the 2025 access recommendations and the interim access recommendations are identified below, and intersection improvements would occur when the above-mentioned criteria have been met.

A. Cathedral Drive/Fairmont Boulevard

2025 Recommendation – improve intersection to accommodate future traffic volume.

Interim Recommendation – same. Marcia noted that discussions have surfaced regarding potential development of the area between Fairmont Boulevard and Tower Road on the west-side of Mt. Rushmore Road. (Concerns with this development include eliminating the proposed offset access to Tower Road, dual lefts for southbound to eastbound, programmed projects moving forward, need for a traffic impact study, turn lane improvements, cul-de-sac variances, not making connection to Tower).

B. Echo Ridge

2025 Recommendation – restrict access to right in/right out with accel/decel lanes, and construct connector road from Fox Run to Tower Road.

Interim Recommendation – directional median opening – right in/right out/left in. Need median modifications to make it more challenging for drivers to make the left out and to provide safety for queued left ins.

C. Lazy “J”

2025 Recommendation – restrict access to right in/right out.

Interim Recommendation – directional median opening – right in/right out/left in. Need median modifications to make it more challenging for drivers to make the left out.

D. Private Drive

2025 Recommendation – close access and redirect traffic to Zion Lutheran.

Interim Recommendation – close access and redirect traffic to Zion Lutheran.

E. Zion Lutheran Church

2025 Recommendation – upgrade intersection, provide lane storage and signalize intersection if and when warranted. Staff discussions indicated that either Zion Lutheran access or Enchantment Road access would need to be closed because of

State access spacing requirements. (CAC and TCC at their November 19, 2003, meeting discussed the potential to close Zion Lutheran and redirect traffic to Enchantment Road, action recommended, but no action was taken by the EPC.) Discussion also included the potential for a signal at one, directional at the other.

Interim Recommendation – full median opening, if not at Enchantment – signalize if and when warranted. (one full median opening and one directional median opening, either at Zion Lutheran Church or Enchantment Road – directional to include right in/right out/left in).

F. Enchantment Road

2025 Recommendation – upgrade intersection, provide lane storage, signalize intersection if and when warranted and construct frontage road to Table Rock

Interim Recommendation – full median opening, if closed at Zion Lutheran, signalize if and when warranted. (one full median opening and one directional movement opening, either at Zion Lutheran Church or Enchantment Road – directional to include right in/right out/left in).

G. Table Rock

2025 Recommendation – Close access and redirect traffic to Enchantment via new frontage road.

Interim Recommendation – directional median opening – right in/right out/left in

H. Promise Road

2025 Recommendation – upgrade to full access and signalize intersection.

Interim Recommendation – full median opening.

I. Tucker Road

2025 Recommendation – close access and redirect vehicles to Promise Road via frontage road.

Interim Recommendation – remove, access via frontage road recently constructed.

J. Catron Boulevard (US16/US16B)

2025 Recommendation – construct interchange.

Interim Recommendation – single point interchange.

K. US 16 Frontage

2025 Recommendation – relocate intersection further to west when interchange is built.

Interim Recommendation – relocate intersection further to west to avoid ramp conflicts.

L. Addison Drive

2025 Recommendation – relocate access to Catron Boulevard when interchange is complete.

Interim Recommendation – leave as full access until safety or operational issues arise or service road or collector street constructed connecting the existing development at Addison to section line and/or when interchange is constructed. Provide notice to property owners that direct access onto US Highway 16 at Addison will be removed when access to the section line is approved and constructed.

M. Future Overpass (Section Line) – Take out the “Future Overpass”

2025 Recommendation – build overpass in this vicinity, to provide local access between properties on the east and west sides of US16 when warranted by development and increased traffic volumes.

Interim Recommendation – full median opening, signalized if and when warranted. Construct a service road on the east side from Addison to the existing median opening at the Section Line. Turning lanes will potentially be required, with a three lane east/west section. (What happens to this access if/when an overpass is constructed?)

N. Moon Meadows

2025 Recommendation – realign Sammis Trail with Moon Meadows and signalize intersection.

Interim Recommendation – full median opening.

O. Sammis Trail

2025 Recommendation – relocate access and realign with Moon Meadows.

Interim Recommendation – all access removed.

P. Ft. Hayes

2025 Recommendation – relocate access to Moon Meadows.

Interim Recommendation – all access removed.

Q. Private Drive

2025 Recommendation – restrict access to right in/right out.

Interim Recommendation – right in/right out/left in until interchange constructed

R. Unnamed Road

2025 Recommendation – relocate access to Reptile Gardens 3/Neck Yoke Road

Interim Recommendation – interchange possible, additional study to tie all businesses together

S. Reptile Gardens 1/Campground

2025 Recommendation – close access and divert vehicles to Reptile Gardens 3/Neck Yoke Road.

Interim Recommendation – interchange possible, additional study to tie all businesses together

T. Reptile Gardens 2/

2025 Recommendation – close access and divert vehicles to Reptile Gardens 3/Neck Yoke Road.

Interim Recommendation – interchange possible, additional study to tie all businesses together

U. Reptile Gardens 3/Neck Yoke Road

2025 Recommendation – signalize intersection.

Interim Recommendation – interchange possible (design and location to be determined), additional study to tie all businesses together

Additional discussion occurred regarding related topics:

- traffic volumes on numerous routes were such that additional lanes were not required on the entire route, but improvements needed only at intersections.

- Staff requested proposed changes to the Street Design Criteria Manual to address additional right of way needs at intersections (to accommodate additional turn lanes).
- SDDOT could support a comprehensive plan amendment to relocate the east/west collector (south of Catron Boulevard/north of Moon Meadows) to the south to align with the section line.